




# We Rode the 'Fastest UCI-Legal Bike Ever Made.' The Best Part of the Bike Is Hiding Under the Surface.

Is the Factor One really the fastest road bike ever made? It might be the most aero, but the most innovative part of the bike lies under the skin.

0 0 Share Save




Alvin Holbrook Follow

Updated December 11, 2025 02:00AM

## Pros

- Outrageously fast in a straight line
- Fit geometry modernized for elite road riders
- Handling geometry that feel like the next step for race road bikes

## Cons

- For an outrageously specific rider

Hit the Trails with Trailforks Download Now

## Specs

**Size tested:** 52 cm
**Price:** $12,899 as tested (One Red AXS)
**Weight:** 16.64 pounds/7.54 kg (54 cm)
**Brand:** Factor

## Verdict

The Factor One feels as fast in a straight line as it looks, but it's the progressive fit and sharp-yet-stable handling geometry that feel like a preview of the future of road bikes.

Let's say you're hearing that a bike is 8 percent faster than the brand's existing aero bike. Great! What about one that's 15 percent faster than the Cervélo S5, a bike renowned for its aero efficiency? Wilder still, what about 22 percent faster than the Specialized Tarmac SL8, often considered the best all-around race bike available today?

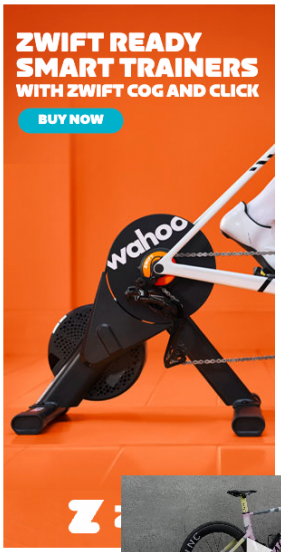
These are the claims Factor is making about the new Factor One road bike. The claims are bold enough to make even the most jaded bike industry veteran raise an eyebrow. But here's what nobody's talking about: the aero story, as wild as it is, might not even be the most interesting part of this bike.

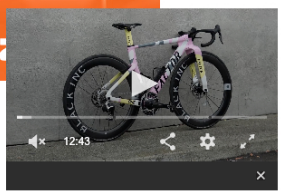
## Similar Reads


Velo
Review: What We Learned Riding the Factor Ostro VAM Over 1500 Miles


Velo
Review: The Pinarello X9 Road Bike Merges Comfort and Speed, with a Price to Match


Velo
I Rode Rivian's spin-off e-bike—the Also HM-B—and it's amazing

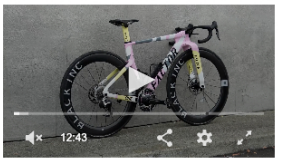


After spending time on the Factor One, I'm convinced the real story is how Factor has fundamentally reworked race bike geometry for modern riding positions, and what that means for the future of road racing bikes.




The Factor One in the 'Blush' colorway. (Photo: Alvin Holbrook/Velo)




ADVERTISEMENT

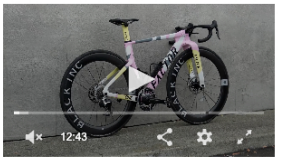



Electricians Agree: Solar panels are only worthwhile if your roof...

## Quick hits: Seven things to know about the Factor One

- The Factor One is the brand's latest aero-centric road bike, picking up from its discontinued first-generation
- Claimed 'fastest UCI-legal bike in history', per Factor
- Features SRAM UDH and T47A threaded bottom bracket
- Max tire clearance: 34 mm
- Sizes: 5 sizes (48 cm – 58 cm)
- Pricing: starting at $6,899 (module); $10,899 (with Shimano Ultegra drivetrain)
- For more: factorbikes.com

## Why does this bike look so... distinctive?



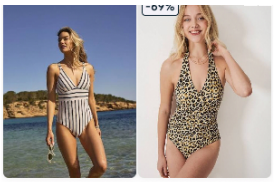




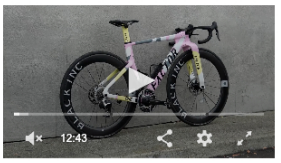
These handlebars are wild, but not wild enough; they only come in a 38 cm width and nothing narrower! (Photo: Alvin Holbrook/Velo)

The Factor One is aggressively, unapologetically weird-looking. The fork legs flare outward dramatically before bowing in at the dropouts. The chin fairing, where the fork blades frame the gaping fork crown, looks more spaceship than bicycle. And those handlebars? They're not attached to a stem mounted to the steerer tube like every other road bike you've ever seen. Rather, they're bolted directly to the fork.

ADVERTISEMENT



Crew End Of Season Sale
Crew Clothing



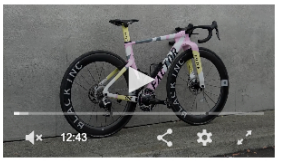

I think Factor was brave with this bike. It's an awfully... distinctive machine. In an industry where even the most radical designs tend toward safe aesthetic choices, the Factor One looks as different as anything else out there. It was so wild that we went out of our way to measure just how wide that fork crown was earlier this year.

The origin story matters here. According to Factor's Director of Engineering, Graham Shrive, the bike was originally conceived at the request of Alex Dowsett. He wanted a leadout bike that would allow him to stay at the front for an extra 100 to 300 meters, better stringing out the peloton to protect his sprinters.

The result is a bike that prioritizes function over form, even when that function looks genuinely strange. Every bizarre design element exists for a reason, validated through hundreds of CFD (computational fluid dynamics) runs with full rider models, followed by wind tunnel testing to verify the most promising concepts.



The fork crown is so wide that the fork scoops in aggressively around the front hub. (Photo: Alvin Holbrook/Velo)



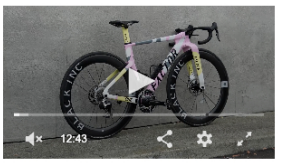

The fork leg spacing? Factor says it at multiple widths to find the fastest configuration. The chin fairing shape? Analyzed to determine not just the lowest drag but the most stable performance across yaw angles. Even details like brake mount angles and bottle cage positions were optimized through simulation and real-world testing.

ADVERTISEMENT

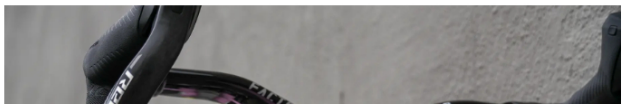



The integrated handlebar system plays a crucial role as well. The bars effectively cut the stem in half, mounting directly to the fork crown rather than using a traditional stem, Factor claims the setup is 50 percent stiffer than their Black Inc aero bar, largely because the distance from the mounting point to where you're actually gripping the bars during a sprint is dramatically shorter, shorter than other bikes with a bayonet style fork like a Colnago Y1RS or a Cervelo S5. There's less leverage working against the mounting interface, resulting in a more rigid front end under load.

All told, Factor claims the One pushes UCI rules to their absolute limits, all in the name of speed.




## Yes, this bike is aero, at least by Factor's claims



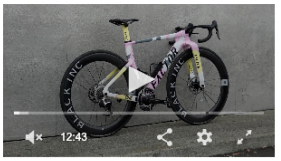



This 52 cm front end is real, real narrow. (Photo: Alvin Holbrook/Velo)

The numbers Factor is claiming are genuinely wild: 8 percent faster than the Ostro VAM, 15 percent faster than a 2024 Cervélo S5, and 22 percent faster than a Specialized Tarmac SL8.

The key to understanding these claims lies in how Factor approached the problem. Rather than simply making the bike "slippery," Factor focused on forcing wind to flow in one specific direction, the direction that matters most in real-world racing conditions. The ducted chin fairing, where the fork blades merge into the downtube didn't just produce the lowest drag in testing; it maintained that advantage beyond 15 degrees of yaw, where Factor says that competing designs began losing efficiency.

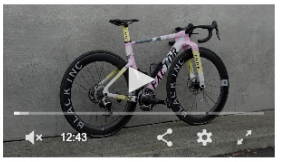
ADVERTISEMENT




Oh, and in case you're wondering, that fork crown measures 114 mm at its widest point, just 1 mm narrower than the maximum allowed by the UCI. You can definitely stick a fist between the crown and the front wheel, but I wasn't able to test whether or not you can stick a knobby MTB tire up front.



The computer mount is designed just for the One, and tucks the computer down low. (Photo: Alvin Holbrook/Velo)

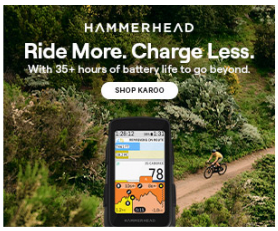



There are even other tricks done here in the name of optimization. There's that super-narrow head tube area, which I measured to be roughly 20 mm across. The front brake caliper is rotated backward 20 degrees (rather than the roughly 5 degrees of most bikes) because it did a better job of shielding the caliper from the air. There's a small flap by the drive side fork dropout, again to calm air that passes through.

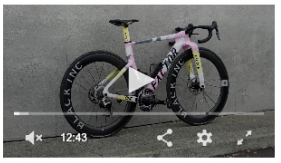
Independent testing at the Guelph and SASI wind tunnels validated Factor's internal numbers, and the bike scored a stage-winning performance on its first-ever WorldTour appearance at the Critérium du Dauphiné, though whether that victory came from aero efficiency or rider legs is, as always, impossible to untangle completely.

What I can hint at from riding the bike is this: when people talk about bikes giving you "free speed," the Factor One feels like the poster child. Whether that's placebo, aero efficiency, or some combination of both doesn't really matter from the rider's perspective. It feels genuinely fast.

ADVERTISEMENT



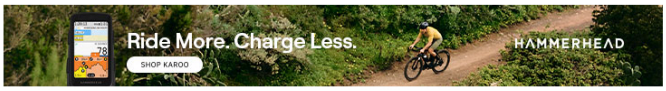

## It's the geometry that makes the bike so interesting

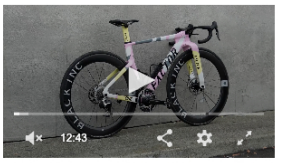



| | | | | | |
|---|---|---|---|---|---|
| Frame size | 47 | 52 | 54 | 56 | 58 |
| Stack (mm) | 503 | 523 | 542 | 565 | 587 |
| Reach (mm) | 390 | 396 | 404 | 412 | 421 |
| STA (degrees) | 76.5 | 76.0 | 76.0 | 76.0 | 75.5 |
| HTA (degrees) | 72.5 | 73.3 | 73.3 | 73.3 | 73.3 |
| BB Drop (mm) | 77 | 77 | 75 | 75 | 75 |
| Trail (mm) | 57.4 | 57.5 | 57.5 | 57.5 | 57.5 |
| Fork Offset (mm) | 48 | 43 | 43 | 43 | 43 |
| Chainstay (mm) | 405 | 405 | 405 | 405 | 408 |
| Wheelbase (mm) | 972 | 972 | 988 | 1002 | 1020 |

Here's the thing everyone's likely to miss while obsessing over the aero claims: the Factor One's geometry might be even more significant than its wind tunnel numbers.

ADVERTISEMENT



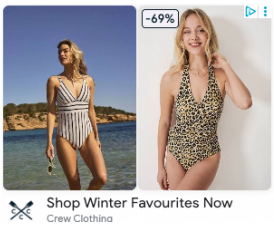




Factor started with an observation about how modern race positions have evolved. Riders are increasingly positioning themselves with saddles directly over (or even slightly forward of) the bottom bracket. They're using narrower handlebars and shorter crank lengths. Effective reach numbers are shrinking as riders adopt more aggressive, compact positions. This shifts the rider's center of gravity forward, all of which serves to disrupt rider weight distribution on most road bikes.

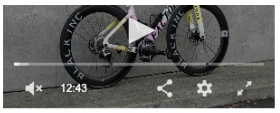
What you see here is a bike that realizes all of these changes. It has one of the lowest bottom bracket drop numbers I've seen on a road bike intended for racing. Seat tube angles are dramatically steeper across all sizes. Reach numbers are longer to match, allowing for consistent, steeper head tube angles across the sizes.

The integrated bar system is available in five effective lengths (110 mm, 120 mm, 130 mm, 140 mm, and 150 mm equivalents), up to 15 mm of spacer adjustability, and a standard handlebar or a bar with an additional 20 mm rise. This provides plenty of fit flexibility for the pros, and is roughly similar to what one would get with other modern race road bikes with integrated cockpits.

ADVERTISEMENT





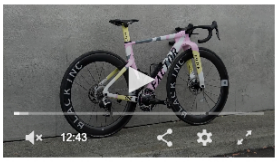

One advantage to this updated geometry that Shrive was eager to point out to me – a short king in the cycling world at 5'6"/168 cm – was that Factor's updated geometry meant the bike handled the same for me as it would for a rider of average height. Steeper head angles, paired with a lower bottom bracket and shorter 165 mm cranks, meant that toe overlap is nearly eliminated without having to resort to front-end geometry that sap a bike's feeling of immediate turn-in.

Of course, there's the handling component of the geometry, but I talk about that much more below.

## Fitting the bike is different from anything else I've seen



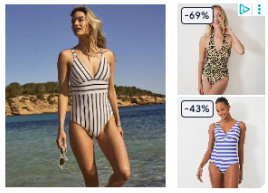

(Photo: Alvin Holbrook/Velo)




This change in bike handling philosophy meant that I couldn't just copy and paste my bike fit from one bike and move it to another. Not really, at least.

The 76-degree seat tube angle, paired with a zero offset seatpost, meant my saddle was farther forward on my test bike than nearly any road bike I've ridden. Factor offers a 20 mm setback seat post for folks who want to replicate a more traditional bike fit, but that only gets you to a standard road bike with a zero offset seat post. Lots of saddle setback is a thing of the past here.

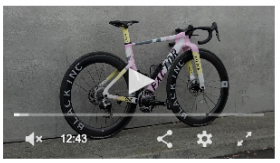
ADVERTISEMENT




Shop Winter Favourites Now
Crew Clothing

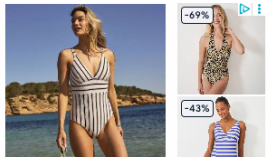
The longer reach numbers here are tough to measure too, as I couldn't just assume my traditional frame reach number could pair with a stem length that I'm used to. So, what do you do here?

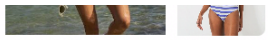
I transitioned from a 52 cm Factor Ostro VAM, which used a 100 mm stem and an effectively zero-setback seat post, to a 52 cm Factor One. The new setup features a '2' size code stem, which Factor states is equivalent to a 120 mm length, and a zero-setback seat post. Directly comparing stem lengths and reach figures isn't straightforward, but I was able to achieve a comfortable and similar saddle-to-hood reach by measuring the position on the new bike.




I used to push my saddle as far forward as possible to position myself more directly over the cranks. However, with the Factor One, I've found the optimal position to be right in the middle of the rails. Factor notes that their retail partners are equipped to assist riders with this kind of fit issue.

ADVERTISEMENT

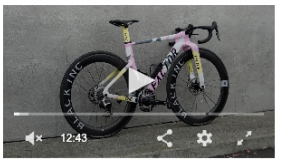



Crew End Of Season Sale
Crew Clothing

Factor is betting that this represents the future of race bike design: bikes optimized for riders who are already sitting forward, using zero-setback posts, and prioritizing aggressive positioning over traditional "comfort" concerns. As I note in the ride impressions, I am inclined to agree with them.

## Builds, specs, and pricing

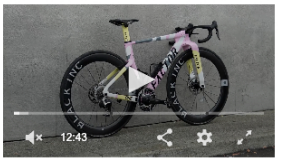
| Model | Wheelset | Pricing ($/€/$ AUD/$ CAD) |
|---|---|---|
| One Module | NA | $7599/€8199/$11699/$9199 |
| One Module w/Wheels | Black Inc 62 | $10399/€11399/$16099/$12599 |
| One with Shimano Ultegra | Black Inc 62 | $11999/€13099/$18499/$14499 |
| One with Shimano Dura-Ace | Black Inc 62 | $12199/€15099/$21299/$16799 |
| One SRAM Force (w/Power meter) | Black Inc 62 | $13899/€13399/$18799/$14799 |
| One with SRAM Red AXS (w/Power meter) | Black Inc 62 | $14199/€15499/$21899/$17199 |
| One with Campagnolo Super Record 13s | Black Inc 62 | $14499/€15899/$22299/$17599 |




The Factor One comes in five sizes (47, 52, 54, 56, 58 cm) and four color options: Blush, Nimbus Grey, Onyx Black, and Silverstone. Maximum tire clearance is 34 mm with 4 mm ISO clearance on either side, which means you can definitely fit a 32 mm tire from any manufacturer with room for mud clearance.

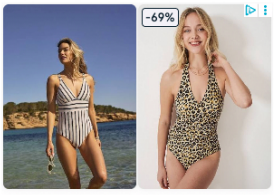



Clockwise from the top left: One in Silverstone, Nimbus Grey, Onyx Black, and Blush colorways. (Photo: Factor Bikes)



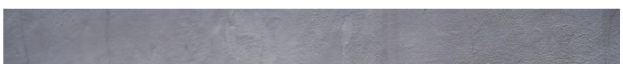

The bike accommodates up to a 64-tooth 1x chainring for those seeking maximum top-end gearing. Further, all bikes come with a SRAM Universal Derailleur Hanger (UDH) for future 1x SRAM drivetrain compatibility.

Builds are available as a module approach with the frame, fork, headset, seat post, and handlebars, though the best bang for the buck is likely a complete bike.

ADVERTISEMENT


Shop Winter Favourites Now
Crew Clothing

## Riding the Factor One

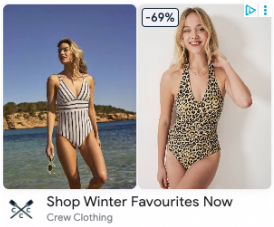





(Photo: Alvin Holbrook/Velo)

My first ride was aboard a 52 cm Factor One with SRAM Red AXS. The bike was built with Black Inc 62 wheels, 28 mm wide Continental GP 5000 S TR tires, and a Selle italia SLR Boost Superflow saddle. While I couldn't weigh my personal bike, a complete 54 cm bike with the same build came in at 16.64 pounds (7.54 kg) with cages and a computer mount, but without pedals.

ADVERTISEMENT




Shop Winter Favourites Now
Crew Clothing

Everything about riding the Factor One feels immediate. Every pedal stroke delivers a surge forward that rivals any bike I've ridden recently. When you crank on the handlebars during a sprint or steep climb, the front end is as stiff and stout as anything in the category, adding to that sense of solidity and responsiveness. And yes, the bike has a bit of a "floating" sensation as you get up over 25 miles per hour (45 kph), much like other top-end aero race bikes.

That said, my favorite attribute of this bike is its cornering ability, which I'd describe as having a progressive front-end feel. As noted, turn-in is remarkably light and immediate, comparable to the quickest steering I've experienced lately. However, as you commit to the corner, the steering gains weight and stability, firmly holding its line. This progression means that even rough, cambered corners feel as composed on this bike as on any race road bike I've ridden in recent memory, yet it retains the desirable quick twitch needed for mid-corner line adjustments.

ADVERTISEMENT




Shop Winter Favourites Now
Crew Clothing

Part of that, I suspect, can be attributed to a lower bottom bracket. I've certainly felt this type of mid-corner stability on bikes typically marketed as all-road or endurance bikes, but they often lack the quick-twitch feel of this bike. I've long been a proponent of lower bottom brackets on race road bikes (and longer reach figures to match) and this helps solidify my feelings here. I'd need more time on a bike designed for such a forward, over-the-bottom-bracket riding position to make definitive claims, but I don't think it's out of line to see this as the future of race road bike geometry.





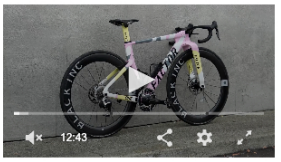
Yes, you can stick your hand in the space between the front wheel and fork crown. (Photo: Alvin Holbrook/Velo)

Ride quality isn't as harsh or chattery as you might expect looking at this machine, but it's certainly firm, particularly up front. The steering doesn't get disrupted or thrown off-line while cornering on rough pavement, but you feel vibration through your hands and feet. Some riders will interpret this as an amplified sense of speed; others will find it exhausting on longer rides. It's definitely a bike optimized for racing rather than centuries.

Now, you're probably wondering if this bike is a poor climber. It's kinda heavy, it rides quite stiff, and it just looks like it can't climb, right? Well, it's fine. I appreciate the steeper seat tube angle which meant I didn't have to ride on the nose of the saddle, but besides that, there isn't much to write home about.

ADVERTISEMENT



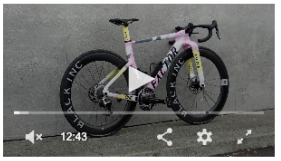




The only real handling quirk I noticed: the Black Inc 62 wheels were getting pushed around in crosswinds more than I'd normally expect. Whether that's due to the deep rim profile, the quick front end, or some interaction between the two, I'm not certain. It could also just be the conditions on my test rides, but it's worth mentioning since I haven't experienced that degree of wind sensitivity on other aero bikes recently.

## Conclusion




(Photo: Alvin Holbrook/Velo)



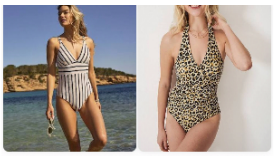

The Factor One stands out as one of the most impressive bikes I've ridden in recent memory, though not entirely for the reasons Factor is emphasizing.

While the aero claims are bold, I am intrigued by Factor's willingness to overhaul race bike geometry. This modernized geometry, which accommodates the positions favored by elite riders, represents a true rethinking of traditional road bike design, a paradigm that has been largely static for the last two decades. In a way, it feels like the future of race bikes, a design I anticipate other major brands will emulate within the next one or two product cycles.

However, I hesitate to recommend the Factor One unless you possess pro-level power output and compete at the highest levels. This is an uncompromising machine built for a highly specific use case, one I don't even think that I could fully take advantage of.

ADVERTISEMENT




Shop Winter Favourites Now
Crew Clothing

If you fully grasp what you are committing to – the pursuit of every marginal gain in UCI racing, coupled with bike handling optimized for a modern rider position – you are get what feels like a peek into the future of the race road bike.

## Gallery




This chainstay protector is new for a Factor road bike. See, this bike isn't all about aero efficiency! (Photo: Alvin Holbrook/Velo)

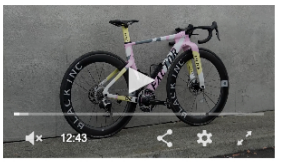


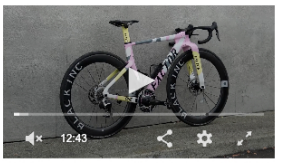

Black Inc 62 wheels get 62 mm depth and carbon spokes. (Photo: Alvin Holbrook/Velo)



(Photo: Alvin Holbrook/Velo)










Look at that brake mount! It's routated back 20 degrees all in the name of aero efficiency. (Photo: Alvin Holbrook/Velo)



(Photo: Alvin Holbrook/Velo)



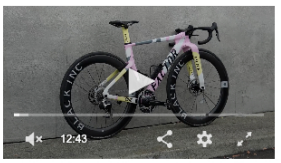
(Photo: Alvin Holbrook/Velo)

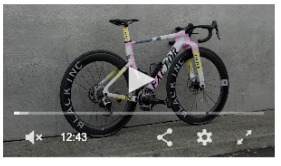


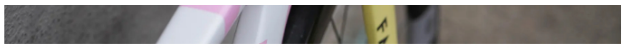
The aero cages here aren't unique to the One; they're the same as what's used on the Ostro VAM and Monza road bikes. (Photo: Alvin Holbrook/Velo)





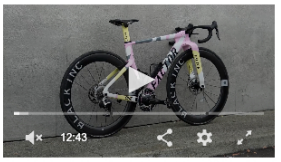





(Photo: Alvin Holbrook/Velo)




(Photo: Alvin Holbrook/Velo)



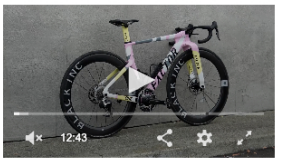




(Photo: Alvin Holbrook/Velo)




(Photo: Alvin Holbrook/Velo)







Factor specs a 48-33T chainring combo up front and a 10-33t cassette out back. I'd expect bigger chainrings at least, but hey, I'm not complaining! (Photo: Alvin Holbrook/Velo)





The head tube area is so, so deep. (Photo: Alvin Holbrook/Velo)



(Photo: Alvin Holbrook/Velo)

*The pricing has been updated as of December 11th, 2025.*

Be the first to comment

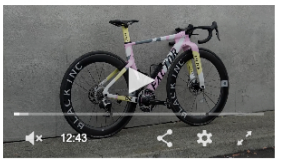
Bike and cycling gear video reviews | Bike and Frame Reviews | Factor | Factor Bikes

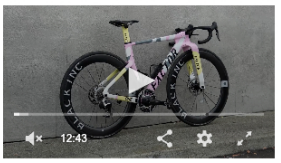

Alvin Holbrook Follow

Alvin is a senior tech editor for Velo, where he covers road, gravel, and e-bikes after nearly a decade in the bike industry. In addition, he uses his background in urban planning to cover stories around active transportation, policy, tech, and infrastructure through the Urbanist Update series. He currently lives in the Bay Area with his wife and an ever-growing stable of bikes and kitchen utensils. Meet Alvin

View profile



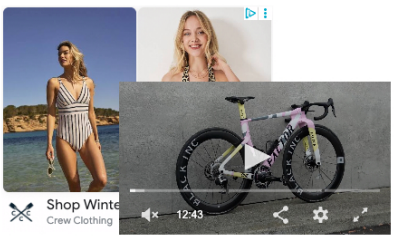






If you buy through our links, we may earn an affiliate commission. This supports our mission to get more people active and outside. Learn about Outside Online's affiliate link policy


Road > Road Gear

# The Attaquer OrbKnit Balaclava Looks Ridiculous and We Want One | This Week in Bike Tech

New aero wheels, a touring bike from Cinelli, and Ornot has new gear with Polartec Alpha.


1 1 Share Save




(Photo: Attaquer)

Alvin Holbrook Follow

Published December 11, 2025 09:59AM

*This Week in Bike Tech might feel a bit of a post-Black Friday hangover, but we have some fun stuff to discuss. My favorite bit here is Attaquer's new balaclava, a piece designed to be worn over your helmet. It looks like you're about to enter a martian rave, or at least hit up a vape shop mid-ride instead of a coffee shop. I love it.*




*In other news, fans of Polartec Alpha will be delighted to know that Ornot has released a set of gloves, shoe covers, and a vest made of the fleece material. It's light, breathable, and surprisingly warm, and the vest is made in California. What's not to like? Coming in from Italy is an update Cinelli Hobootleg Geo, a touring bike made to fit massive 29-inch x 3-.0" wide tires. And for folks looking for speed, Scribe has a new line of Ultra road wheels that use some wild-looking carbon spokes.*

*Here's what is new, This Week in Bike Tech. See previous editions here.*

## The Attaquer OrbKnit Balaclava looks borderline ridiculous and we want one




(Photo: Attaquer)

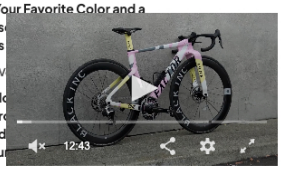
The Attaquer OrbKnit Balaclava is one of those winter pieces that looks borderline

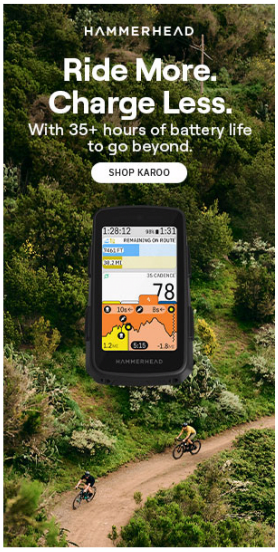
Similar Reads

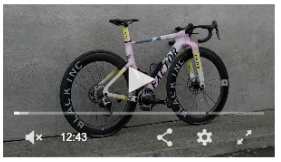

Velo
No. 6 Lets You Swap Suspension and Rigid Forks in Minutes – Velo


Velo
Win a Mosaic Then Grab a BB in Your Favorite Color and a Jers
This


Gold
Core
Upd
Sou

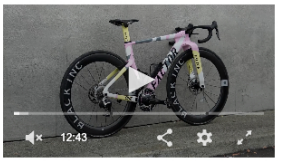


The Attaquer OrbKnit Balaclava is one of those winter pieces that looks borderline ridiculous until you realise it might actually solve a real problem. It's a fully 3D-knitted, single-piece design built from Dryarn, with ventilation zones mapped into the crown and a heavier brow panel to pull moisture off your face. The collar drops low to seal off the neck, and yes, you can wear it under or *over* your helmet, which is where things get weirdly interesting.

Wearing the balaclava over the helmet is odd, frankly, but Attaquer says the use of mesh material up top not only provides extra stretch, but it allows the top of the head to breathe. That's where you get the stretchiness and the ability to wear the balaclava without needing to change your helmet fit. Want to wear glasses with the balaclava? Attaquer has holes specifically for your glasses arms.



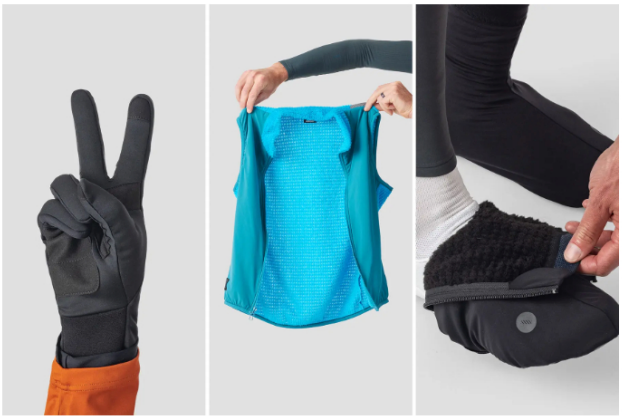

ADVERTISEMENT

What is your relationship to the scotch whisky brand Aberfeldy?

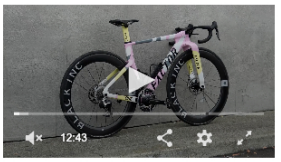
- Not familiar
- Familiar, but not interested
- A scotch whisky brand I would consider
- A scotch whisky brand I feel positively about
- A scotch whisky brand I plan to purchase

Believe it or not, but I think this looks fantastic. For riders who want the most cycling optimized balaclava we've seen, the $70 OrbKnit Balaclava could actually be the smartest ugly thing you buy this year. See more at attaquercycling.com.

## Ornot launches Alpha, a line of Polartec Alpha-insulated apparel



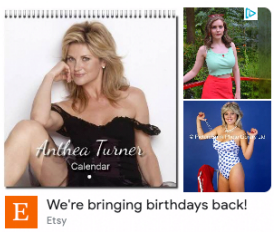
(Photo: Ornot)

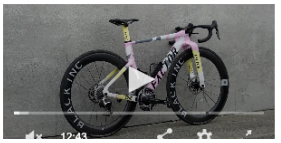



Ornot's new Alpha Collection lands squarely in deep-winter territory. The new gloves, shoe covers, and riding vest are all built around Polartec Alpha insulation and a clear focus on moisture management. It's a small lineup but a considered one: a pair of lined gloves, similar lined shoe covers, and a new Azul Alpha Riding Vest in men's and women's cuts. Ornot has always leaned "practical first," and this collection continues that theme with pieces aimed at riders who stay outside when everyone else reaches for the trainer.

The Alpha Gloves use high-loft Polartec Alpha with pre-shaped fingers, palm padding, wind and water-resistant fabric, and touchscreen tips. The Alpha Shoe Covers follow a similar formula: Alpha insulation and a breathable protective exterior. It also gets reflective details, underside Velcro, and a waterproof lateral zipper out back. The Alpha Riding Vest features Alpha Direct insulation with a wind-blocking front, a 2-way zipper for venting, recycled Bluesign-approved fabrics, and California-made construction.

ADVERTISEMENT



Taken together, the Alpha line feels purpose-built for long, variable winter rides where the rider needs to be comfortable in 20-degree F temperature swings, stuff you'll regularly see on a ride around the Bay Area where Ornot is based. We've had great luck with its Microclimate line of gear in the past, and this seems to add just a bit more warmth on top of that gear, regardless of how sweaty, windy, or wet it gets.

The Ornot Alpha Gloves are priced at $85, the Alpha Shoe Covers are priced at $95, and the Alpha Vest are priced at $152.

Shop now from Ornot Bike

## The updated Cinelli Hobootleg Geo wants to tour the world

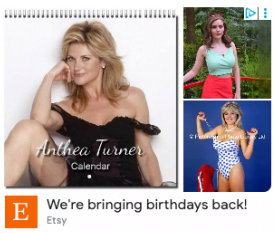


(Photo: Cinelli)

Cinelli has long had a bike in its lineup called the HoBootleg. It stood for toughness, carrying ability, and a desire to see the world by bike, in many ways the polar opposite of the recently-launched Aeroscoop road bike. This latest version is just as ready to see the world, just modernized for 2026.

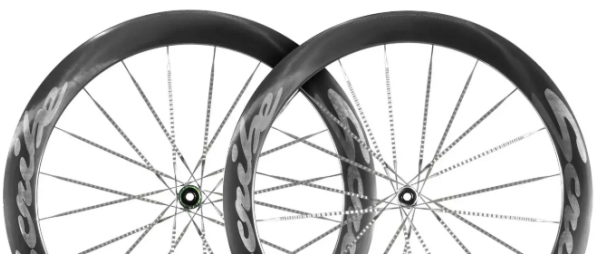
The Cinelli HoBootleg Geo still uses a steel frame using Columbus Zona tubing. Geometry is said to be derived from classic rigid mountain bikes, meaning the bike gets a short stem, wide handlebars, and zero offset seat post. It also gets clearance for massive 3-inch wide tires and a Cinelli Futura Adventure carbon fork that includes pack mounts and dynamo routing. The frame is designed to be compatible with a standard suspension fork should you want it.

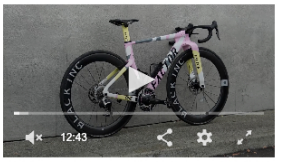
ADVERTISEMENT

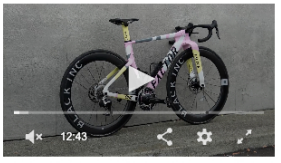



The Cinelli HoBootleg Geo is available in just one Desert Mud colorway, with framesets starting at €1300 as a frameset, or €2500 as a complete bike with Shimano Cues 1×11. See more at *Cinelli-Milano.com*.

## Scribe Ultra range of wheels get wider, lighter, and more aero



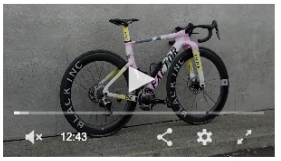




(Photo: Scribe Cycling)

Scribe has built a reputation for offering affordably priced wheels that promise high performance. The new Scribe Élan Ultra and Core Ultra wheel lineup promises to double down on that formula, but it does so with an odd-looking, oscillating bladed spoke that feels a bit more made for aerospace than road cycling.



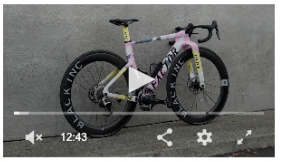

The headline act is the new OSL8 carbon spoke. It debuts on the Ultra Élan models, and after CFD work and Silverstone tunnel testing, Scribe is claiming small but real watt savings across typical yaw angles, with reductions of as much as 0.5 Watts at 0 degrees and 5 degrees of yaw at 45 kph (28 miles per hour), making the OSL8 its fastest bladed spoke to date. The rims have also been updated, featuring a 24 mm internal width, 30 mm external width, and a gunmetal-colored hub.

ADVERTISEMENT




Don't want exotic spokes? The Ultra CORE line swaps in Alpina aero steel and leans harder into durability and value. Scribe even claims the CORE 6 is the fastest UCI-legal wheelset available. Both wheelsets are optimized for a 28 mm to 30 mm tire. The Élan Ultra wheels come in at 1,149 grams in the 50 mm deep option, or 1,338 grams for the steel spoke Core Ultra model. Both numbers are entirely respectable, and if Scribe's aero testing information is to be believed, should make for a quick wheelset.

Scribe's new wheels start at $1,999 for the Core Ultra wheels, or $2,599 for the Élan Ultra, making for the most expensive Scribe wheels we've seen yet. All wheels come with the brand's lifetime crash replacement Infinity Program. See more at scribecycling.com.




View 1 comment

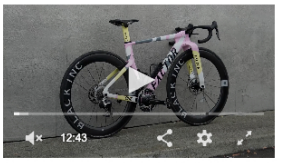
Attaquer | Cinelli | OrNot | Scribe | This week in bike tech

Alvin Holbrook Follow

Alvin is a senior tech editor for Velo, where he covers road, gravel, and e-bikes after nearly a decade in the bike industry. In addition, he uses his background in urban planning to cover stories around active transportation, policy, tech, and infrastructure through the Urbanist Update series. He currently lives in the Bay Area with his wife and an ever-growing stable of bikes and kitchen utensils. Meet Alvin

View profile

# The World's Lightest Production Bike Is an Engineering Marvel At a Discount Price




The XDS RT9 is the lightest production road bike and an engineering marvel at a discount price the sales model just needs a little finessing.

3 1 Share Save